Serce white sunshine. It slowly descended, until it had disappeared from
view. But only for a second.

In another moment the Mayor had
straightened himself, and with a tose
of the spade the people saw a little
shower of black earth rise above his
head and fall in confusion upon the

Not all of the soil did the Mayor cast nto the air. Evidently the thought sud mly came to him to save part of that irst handful as a precious relic, for he eached for his silk hat, which Presient Guggenheimer had been hole and from the spade poured all that renamed in the hat.

During the remainder of the cere-

mony he held the hat in his right later deposited the earth in a jar

Then the silence was broken by a sighty cheer, so strong, so cordial, so earty, that it might well have been ard in the Bronx and to the other end of Queens. It was the voice of a delighted people, who realised to the full

It was the supreme moment in the history of New York.

And as the people were cheering, and madly continuing their demonstrations, he Mayor turned to Contractor John B. McDonald-the man who has undertaken the Nation has ever known-and handed im the spade, and Mr. McDonald, visibly pale and agitated, also bent low and a bit of earth into the air.

### TOSSING OUT THE EARTH.

Then, in turn, did other men toss out ient Orr, of the Rapid Transit Commis-ien, and his associates, John H. Starin, ibury Langdon, George S. Rives, Villiam Barclay Parsons, Charles Stewart Smith, Morris K. Jesup, Bion L. Burrows, Corporation Counsel Whalen, and the members of the Rapid Transit Subway Construction Company, President August Belmont, Vice-President er G. Oakman, Treasurer William Emmet, and Secretary Frederick

ommittee on Celebration, Chairman ugene A. Wise, Bernard C. Murray, dolph C. Hottonroth, Frank J. G. M. win, John J. Murphy, Isaac Marks, Rob ert Muh, Peter Holler, Owen J. Murphy and James C. Gaffney. the time they had all performed

od as if the preliminary work of aqueduct," said Martin Keese, the mg ar, artesian well had been being front of the Municipal Building.

Bergt. Murphy, of the City Hall standard being the control of the Municipal Building. in front of the Municipal Building. a huge bush of red roses in bloom, ap-proached, and with a silver trowel "It's a little thing they're doing, but conched, and with a silver trowel "It's a little thing they're doing, but coped a hole in the soil and planted the it to the beginning of the biggest thing owers there. This called for further on earth, and the big plate they're curring, yet each cheer from those near tury, when we are all dead and forin the rear until they were echoes and gas on this spot to-day."
re-echoed from Park Row to Broadway George W. Meeks, for

ice, keeping the good-natured crowd within bounds. On the plans forward that New York ever took," restood the band, in bright attire, and sponded John James O'Leary, shortly before the officials emerged from the building an overture was played.

Promptly at the announced hour the procession formed in the Mayor's office. and slowly passing along the corridor, eame out into the sunshine, and walking down the broad steps, proceeded to the spot chosen for the placing of the skirts of the crowd. To which the man

The appearance of the company was greated with much applause, but none of the gentlemen made any response, cas it was to nod to some acquaint-

### IMPRESSIVE CEREMONIES.

The procession was headed by the Sergeant-at-Arms of the two branches of the Municipal Assembly, Messrs, Paden and Coakley, and they were followed by the Mayor, escorted by the Celebra-Mon Committee, and his messenger, bear-ing aloft the Mayor's flag.

Then came the Rapid Transit Comand his associates, the Presidents of the bly, the members of both houses and especially invited guests.

This party, numerous and feeling deep ly and palpably the importance of the eccasion, grouped themselves silently toward them, began his address,

At first his voice was low, but eeded it increased in volume until words were audible to most of those the semi-circle. It was not a long to be officially begun within the next ing it would have upon the future of the

d he turned to President outlining the arduous labors of Commission, the obstacles which ounded them, but the supreme ion in knowing at last that e labors had not been in vain.

## THE TABLET PLACED.

de address concluded. Chairman Wise followed the ceremony of the was the ground.

I this had been done the committee tablet was placed in positive cheering also greeted this large. The tablet bore this inscrip-

This Place, 58th March, 1900, and Booksey A. VAN WYCK to Place Escavation for the UNDERGROUND RAILWAY. PRANSIT COMMISSION:

TRANSIT COMMISSION:

Middle Charles Sevant Smith

Morrie E. Joses,

E. A. Van Wyck, Mayor,

Brid S. Cobr, Comp'ier,

RASELAT PARRONS,

MIDDLE COMP.

EMPLOY OF COMP'INTERNATIONS,

TRANSIT SMITH STATEMENT,

TRANSIT SMITH SMITH

## A Jostling, Happy Crowd.

long before the scheduled time for the beginning of the ceremonies which were to mark the beginning of the most gigantie municipal enterprise ever entered into by any American city.

The vast majority of the gathered people were men, and the greater portion of

To them the ceremony was special import. To them it meant work. It meant that thousands of New York men were to find employment, and that for many months the congestion of the city by the unemployed was to be re-

### OVER 1,000 POLICEMEN.

ing of a vast real estate field in the upper regions of Manhattan and all the Hudson to Long Island Sound. Deputy Chief Cartwright was on deck

arly with a fifth of the Police Department at his command, the equal in number of a regiment of the regular

There were two inspectors, twenty thirty corgeants, thirty roundsmen and 1,000 patrolmen, beside a squad of unmounted bieyele police.

All the forenoon, down to 11.30 o'clock, the crowd was permitted to go where it willed, and they gathered en masse, 5,000 strong, about the 10-foot roped arena on the raised sidewalk in front of the City Hall, in the centre of which a half-dozen men carefully cut a square of five feet dimensions out of the tesselated paving make a place for the Mayor to dig out that first magic spadeful of Manhattan soil which was to symbolize the opening of the 21-mile tunnel to Kings-bridge and the Bronx.

### A DAY OF DAYS.

"This is a bigger day than the day plensing and honorable task it they celebrated the completion of the

It was at this moment that Private tion, standing with hands clasped he-secretary A. M. Downes, bearing aloft hind him and looking on with critical

natrations. Although comparatively going to put in in place of these atones people could see the incidents or- will remind the people of another cenofficial party was taken up by these gotten, of the wonderful work that be-

George W. Meeks, formerly for mei years Superintendent of City Delivers at the Post-Office, said to his neighbor "I live in Harlem. Protty much ev-This ceremany of breaking the ground was naturally the most impressive ceremony of the day, but that which premony of the day, but that which premovement that will put Kingsbridge in the heart of the city and enhance real estate values in the Bronz beyond the

"It's the beginning of the biggest move

### A CRITICISM.

"Mayor Van Wyck is the biggest mar in New York City to-day," said a fashionably dressed woman leaning ou the arm of a solid citizen on the outreplied laconically:

"Aber nit!"

"Yes, that's it," commented one of group of men who overheard the little passage; "the name of the little Mayor is on that bronze tablet they're setting in the pavement over there. and the histories will tell of this event and fifty years from now Van Wyck will look like all there was of

this occasion. "Where & Hugh J. Grant's name or the tablet? He is the man who ought to handle that silver spade, and his name ought to be in the biggest letters on that tablet-the father of rapid transit.

### "STAR-SPANGLED BANNER."

Sousa's Band had come out of the Governors' room on to the balcony over the entrance to the City Hall. They began at 11 o'clock with the "Star-Spangled Banner."

The crowd gathered a little close The workmen brought the big bronze tablet out of the City Hall and fitted it in the opening made in the pavement.
At 11.39 Deputy Chief Cortwright agitated his army of bluecoats. They got in the middle of the crowd, now more than 10,000 in number, and slowly forced their way out until they had driven the people back to Mail street, Broadway and Park Row.

Then the policemen formel a barrier to all intruders that was for all the world like a blue picket fence. Only those bearing tickets of admission were By far the most interesting element

allowed to approach the centre. the vast crowd was the workingmen who saw the glad promise of steady employment in the symbolical breaking of ground in front of the City Hall.

### Mayor Talks of the Future.

No Roman citizen ever entertained a keener pride in the glory of that imperial city than does the New Yorker in the fame of his home city. The foundation of her structure is too solid to be

a nation or city's life, either in the works of peace or war. The songs of the early comments of peace or war. The songs of the early comments of this eventful would be impossible to forecast, with vectory and the enterprise of peace or war. The songs of the early comments of this eventful would be impossible to forecast, with war have been indulged in by all. Steam, even a more perfect system of rapid proportions New Fork will have assument

THE FIVE OF CLUBS FLAG.



### FACTS OF THE UNDERGROUND ROAD.

Length of time to build.... years Number of men to be em-Length of tunnel ...... 109.570 feet

1,700,228 cubic yards Rock to be excavated .. 921.152 cubic yard

Track underground ..... 245,514 feet Track elevated ..... ... 30,796 feet Number of express stations. Station elevators.

Concrete to be used. 489,122 eable yards facing Stone .. .....11.565 cubic yards ...... 65.044 net tons

Number of viaduet founda-Waterproofing for stations... 775,795 square yards

270,686 square yarde Restoring park surface...... 23,600 square yards

electricity and engineering skill have to public uses. Each city has it raised its voice in jubilee over it first railroad connection. This occasion

### TRIUMPH OF SCIENCE.

Man has always been ready and any ous to join in the commemoration of obstacles of nature, to witness the mighty achievements of human indusintains and bridging seas.

He gladly joins in this celebration of purpose of blazing beneath a busy city. and the arms of the sea separating its whose duty it was to solve it. parts, a greater highway than ever before constructed above or beneath a city and her bays for the easy transportatally industrious men and women to their homes and business centres.

The completion of this undertaking will be second only in importance to that of the Erie Canal, celebrated in this city seventy-five years ago, when De Witt Clinton mingled the waters of Lake Erie with those of New York Bay. This canal connected our harbor with the inland seas of this continent and brought into close communion our people with the teeming millions of imperial West.

### PROGRESS OF THE CITY.

Through this waterway the wealth and riches of the West were poured for years, without serious competition, into the lan of New York City. This made our city the commercia and financial metropolis of the world

with a population of three and a half millions of people, for whose accommoatton and comfort this rapid transit underground road is necessary. The periods is striking and instructive.

De Witt Clinton saluted in 1835 a city of one hundred and sixty thousand We speak to a population of three and a half millions. Then the slow stage-coach was the only mean of passenger transportation, now superseded by steam and electricity.

### ON TO BROOKLYN.

The contract for the work begun to day involves the expenditure by the city of over thirty-six millions of dolthe largest single contract ever given out for such work. It necessarinvolves further expenditure, for this road must and shall be extended under the East River to Brocklyn's business centre, bringing closer together in every respect the different parts of our city, separated by the bays and rivers of its wonderful harbor

### HOPEFUL FOR FUTURE.

The people of Greater New York are to be congratulated that, with all of her former heavy expenditures and, at times shaken by the unjust attacks of the somewhat reckless issuance of bonds, she is new, for the first time, able to undertake such an expensive enterprise. son. The people can ever be relied undertake such an expensive enterprise, this experiment of municipal ownership come sources of inestimable berefit as ommemorate the eventful and novel in be decisive of that pr.nciple.

ground for a great public improvement. We celebrate by this ceremony the inauguration of a new and important policy in city government, the policy of municipal ownership and control of great public franchises and utilities.

to be here placed commemorates not only the commencement of a great and beneficent public enterprise, but marks as surely the end of reckless extravagance in giving valuable privileges to private corporations, instead of making them permanent sources of income to the municipality as this rapid transit road will surely prove

We are paying now almost \$15,000,000 a year for legislative consolidation, or. demanded a city great in wealth. area and population. The building this railroad will be the beginning a vast system of rapid transit that in a few years will extend to every borough and every section, thereby creating a Greater New York in fact as well

mous cost would prove a prohibitory obthe commencement of a work for the stacle, and it was with apprehension the subject was approached by those

city will become the owner of the road tion of millions of physically and men- within the lifetime of some of those in attendance here to-day, and without calling upon the taxpayers for a cent. limit was one important requisite to this enterprise, as that alone made it possible to effect the temporary loan of the city's credit to the amount needed for the completion of this work.

anteed to the city.

### THE GREATEST CITY.

ship-no; alone of rapid transit, but of docks and other income-paying im-

# Great Period,

auguration of a system of municipal transit which, if courageously carried marvellous development and knit to gether all the sections of this great city In fact, as they have been lately united in name.

If we were to give expression to the thoughts of many of us here to-day i birthright, and destined, in time, to our population continues to increase.

# Comptroller.

I earnestly hope the memorial table

This ceremony marks the beginning of the end of a long, hard struggle for rapid transit, but through all the years that we have toiled for this we have been learning something. We have learned the lesson that a great municiship and control of public property that may be developed into a profitable investment.

cial difficuities have been disposed of and the entire cost of construction falls upon the contractor, whose good faith and responsibility are thoroughly guar-

# Speech of the

### CITY WILL BE GAINER.

It was successfully disposed of by a financial arrangement under which the The adoption of the constitutional amendment relative to the city's debt Atlanta

ystem of fitunes ring-municipal owner-

# Said Mr. Orr.

out, will continue to stimulate ou

Mary Storms, known as Blaudina the possibilities of the future, and we and her brother Garry, religiously known

We celebrate to-day something more than the mere incident of breaking

The plan of a great underground sys-

The practical solution of this rapid-The practical solution of this rapid-nent Atlantans, including Mayor Wood-transit problem is an object lesson to ward and Hoke Smith, who was Chairthat fast-growing number who are in- man of the Reception Committee for terested in the great question of munici- Dewey's proposed vist. pal ownership, and will go far to "Do you want Dewey to visit Atlanta strengthen their faith in its uitimate now?" was the burden of the messages.

The continuation and extension of this the reply which went back to Washing

think we would congratulate each other upon the outlook; that we have at last reached a period to our civic history when we are beginning to appreciate would express to one another the hope that hereafter we will reserve to ourselves the control of what is left of our rightfully understood, are the people's

While the workmen were preparing about \$14,000 or about \$15 a foot, which the earth for the silver spade a human gives an idea of the great cost of disbone was turned up about three feet turbing and replacing the balance of the sewers water pipes, wires and conduits, from City Hall Park to the termini of the main line, and its two branches from Ninety-sixth street.

Bone Found

succession.

It has been asked by some of those who have been skeptical as to the outcome of the turnel system: "What does rapid transit really mean?" One of cur

come of the turnel system: "What does rapid transit really mean?" One of our local newspapers has apily answered: "Harlem from the City Hall Park in fitteen minutes." This is true as far as a goes, but it really means very muc, more than that.

Rapid transit for New York, briefly stated, is this: A system of economic passenger transportation from all sections of the city that will continuously meet the requirements of our continually moreasing needs; and this we clare, will be assured by an intelligent development of the tunnel system in-auxurated here to-day.

I desire, on babalf of the Board of Rapid Transit Commissioners, to empress our appreciation of the State, from the Lagislature of the State, from the Lagislature of the State, from the press of the Supreme Court, from the press of the State, from the pression of the State from the pression of the St

fifty years hence, when the lease of this tunne; road will have terminated and be again at her disposition, but we have now the satisfaction of knowing that cur present action will be recognized as having largery contributed to that growth and prominence, and that the wisdom and forethought which had made provision for the possible needs of the fitting cannot fall of appreciation from those who are to follow us in the line of civic succession.

The first real, bons-fide tunnel work will commence on Monday, when James

attack the Bleecker street sewer, be-

tween Elm and Greene streets, and lower it sufficiently to make room for

Pilkington was hired to do the job by Contractor McDonald because he is a hustler. This is an earnest of the

spirit in which McDonald is going at his huge contract. The sewer is about fourteen feet below

the street level. It is designed to lower it between Elm and Greene streets, so that the flow will be into the North River. The new depth is to be twenty feet, which will bring it at the Bleecker

street crossing a few feet under the tun-

night that he will begin work at the

corner of Greene and Bleecker streets

and work up to Elm street. Nine hun-

dred lineal feet will be disturbed.

Mrs. Prindle Tried to Save Mrs. McNealy and Her Own Clothing Caught Fire.

Death came in smoke and flame to in the hall fanned the flames into flerces Mrs. Mary McNenly, of Brooklyn, to-day, and two other persons, a man and Mrs Mrs. Ann Prindle, another old woa woman, who jeopardized their lives to man, essayed to wrap a rug around save her, will probably die as a result Mrs. McNealy,

John Reilly, of 216 Pearl street, Brook Mrs. McNealy lived at 26 Front street. lyn, was passing. He ran to the hallway She was seventy years old and feeble, and threw Mrs. McNesly to the floor Upon her neighbors she depended for With his hands he beat out the flames. With a match she essayed to set fire Prindle, whose clothes had caught. to a small heap of rubbish in her front Rellly succeeded in tearing the clother yard this morning. There was a brisk from Mrs. Prindle. blowing and the tiny flame By that time his garments were caught the old woman's skirts. In an

caught the old woman's skirts. In an instant she was the centre of a pillar of fire.

Shricking for help she hobbled into the naliway of 216 Front street. The draught clans said that both would die.

# ODULL ONLID A IMPARATION FOR DEWEY.

Him There Now.

(Special to The Evening World.) ATLANTA Ga., March 24.-Admiral Dewey has been snubbed by Atlanta in One Hundred and Eighty-sixth stree return for breaking his promise to visit

his elty last October. Tylegrams came from Congressman Livingston, Senators Clay and Bacon to-day addressed to numerous promi

ton, the declaration coming unanimously from all who received the telegrams from the Georgia delegation.

Mayor Woodward said to-day that
Dewey got no official invitation to visit Atlanta at this time because he treated Atlanta discourteously in her forme said he considered that Dewey insulted Flag Lieutenant Brumby, living and dead, the insult living being when the invitation to visit Brumby's home was accepted by the Admral and then refused, the insult to the dead coming when Dowey refused to attend the funeral of his comrade in arms and his companion on the trip to the home of Dewey in Vermont.

# ANGEL DANCERS REPENT.

Manney Inducaces and Return to Regular Church.

the "Lord's Farm" at Park Ridge, N. J. as "Titus" by the band of Angel Dancers, have returned to the earthly space again, and to-morrow they will attend the Bible class in Pascack Reormed Church, which they left a dozen

Refuses to In- Found at the Bottom of a Cliff on a Pile of Rocks.

> Mystery surrounds the death of women whose skeleton was found this afternoon at the foot of a high bluff on between Port Washington avenue and the Roulevard Lafavette.

Hundred and Twenty-Ofth, and Daniel Finn, of One Hundred and Eighty-fourth street and Kingsbridge Road, found the hody while playing.
It lay on a pile of rocks, half hidden by shrubbery. The flesh had withered away. The budy was outstretched. One

Two lads John Fink, of 682 West One

irm rested under the head. Tattered remnants of clothing clung to the bones. The shoes were badly worm several bits of women's apparel. Police Captain Kirschner, of the One tion, had the skeleton gathered up and taken to the station-house. Where the body lay is a lonely spot. The bluff is accomble only from the Boulevard Lafayette.

## SLEEPING YOUAN DIES.

Phrips. Who Hed Been

(Special to The Evening World.)
WINSTED, Conn., March M.—Miss
Mary Phelps, aged forty-five, who fell
asleep Monday night, since when all ofdied at 5 o'clock this morning home in Norfolk without recover

### \* FIREMAN'S STORY OF THE DISASTER.

By Capt. William Clark, Engine Company 21. Dictated to an Evening World Reporter.

UST to think that a little spark in the rear of the first floor after we had got the fire out should have been the cause of the death of three as brave men as the department held, one of whom, good old Grady, would have been a battalion chief in six months.

It was away back in a corner and all the men of my command, all good fellows, crowded around to get this blaze out. There were bars of pig lead weighing one hundred pounds each piled up around the sides of the floor, and the men were in the midst of it. I was at one end and Lieut. Howe at the other. When the floor suddenly went down from the middle, the men there went down first, the pig lead piled after them, and we in the outside circle followed after, in a sliding fashion.

At that time there were fully six feet of water in the cellar and it was still pouring in from half a dozen streams.

I fell on top of a pile of lead, but one of my legs was pinned down by the corner of a safe which had followed me down. My head was well above water, which was black and muddy.

Fireman Carroll was near me. He was held down so that it was with the utmost difficulty that he could keep his head above the water. I held it up, but noted with alarm that the water was rising in the cellar. It seemed an eternity before help came and we were dragged out by strong rescuers. As we stood there waiting to be

helped out, the machinery kept slipping down closer and tighter around us, and the slugs of pig lead kept falling off the shelves around us and dropping into the water and bumping against us. Our rescuers were men of Hook and Ladder No. 2 and I would be glad to know to whom it is that we owe our lives. I would willingly have given up my life for those of the two men of my company who lost theirs. The department never had two braver men.

I was certain that I felt the body of a man under my feet when I went down and at once had the roll called. That showed who was missing from our company. We found the men who

did not suffer any. The whole thing was like an avalanche. I have been in many fires, but never had such an experience as this one. Just before it occurred the men were talking and laughing. They were just getting ready to go home, when this little spark was

jied piled one on top of the other and all pinned down by hundreds

pounds of lead. They were doubtless knocked unconscious and

## FIREMEN DROWNED IN BURNING FACTORY

<del>\*</del>

(Continued from First Page.)

CAPT. WILLIAM CLARK.

seen which caused this dreadful accident.

within six minutes after the fall of the floor the last body had been secured. All were drowned, the doctors said, though all were more or less injured by the heavy metal which went down with

the heavy metal which went down with them.

Lieut. Howe, of Engine 21, was afterward given credit by his comrades for great beavery in leading the rescuers and putting himself in the way of grave peril in his desperate attempts to get out the victims in time to save their lives, and Capt. Stagg, of 16, and Capt. Donohue, of Hook and Ladder 7, are also named for special mention. But it was a case in which every man was a hero, and all concerned deserve a ribbon for their splendid courage.

Fireman Kuch, who was also pinned down by pigs of lead, was helf drowned when his comrades got him out. His

when his comrades got him out. His head and body were badly bruised, and the doctors feared lest his immersion be followed by pneumonia. So they sent him to the hospital for a hot pack and such other treatment as was deemed

AN APPALLING SIGHT.

The ambulance cails warned Chief Croker that something out of the ordinary had occurred, and his automobile was soon spinning to the scene again. He was appailed when he learned what had happened "Extraordinary," he cried. "And the fire all out!" He at once began an investigation to see if any one could be held culpably negligent, but decided that no one could.
"It is one of those unfotunate accidents that no one could have foreseen." he said to an Evening World reporter. "No one can be blamed for it.
"Fremen must often place themselves where their lives are in peril. That is part of the business. But the great pity of it is these men did not lose their lives in saving life nor in putting out a fire, but after the fire had been extinguished and while they were merely washing down.

tinguished and while they were merely washing down.

"When I left at 4.39 o'clock the fire was under control. One of the oldest and best men in the department. Battalion Chief Walch, of the Eighth Battalion, was left in charge. The men who remained to wash up were all experienced hands. It is a wonder that more were not killed. It is really marvellous that so many got out with merely nominal injuries." SOOTHING THEIR WOUNDS

Drs. E. B. Randell and Frederick I arons were at the building soon after the bodies were removed and took part in the work of altempted resuscitation and in treating the injuries of those fromen who needed handages and salve The fire which led to this tragedy started just before 2 A. M. The building was a five-alory brick one, the first steey being occupied by Herbert's jron wayin, the second and third by Philip Cours. a publisher, the fourth by Igmas Vranda, manufacturer of famcy manufets, and the top floor by Frederick G. Jausch, manufacturer of brass fix-tured.

## TRAGEDY'S BEGINNING

The fire started in the basement sear the angine room. It was burning farcety when Chief Croise arrived, and finding the building hemmed in by crowded inessents. Search in four alarms, and the building was attacked on all sides, while the police, under Capit, Lantry, of the East Pitty-first street station, drove out the occupants of the tenements, many of whom had to be pushed with nightsticks, so determined were they to rescue their household treasures.

There was a passage of arms between the Pire Chief and the Third Avenue officials, owing to the fact that he had have stretched across the trucks, and refused to place the trusses under them, and among them was Rail Car G, or to way downlows and due at the General magnetic of the car from the Post-Office at 2.5. Two hours later ungous reached the car from the Post-Office at 1.5. Two hours later ungous reached the car from the Post-Office at 1.5. Two hours later ungous reached the car from the Post-Office at the belief downtown.

### CARRES OF DEAD HEROF

### BY LIEUT. HOWE.

ENGINE COMPANY NO. 21. Dietated to Evening World Reporter.

Peter Bowen. He was on of the best men in the department, as a Areman and

worth discussing. I did the The water in the cellar was rising fast. It was up to my line when I was res-

injured, up by the ears, to keep his head above water till the reseners came. Michael Carroll's escape was just as narrow. Fire minutes more and we would

ened. I held Kuch, who was

### all have been drowned.

the department for a number of year He joined at eighteen years of a At his home, 157 East Thirty-eig Grady was prominent in fraternal man had to risk his life at every fire. Sunday: He was (wenty-eight yea old, and lived at 427 Second avenu He supported his aged aunt, Miss Mary Bowen, sixty years old. Miss Bowen h paralyzed—a helpless cripple. Bower up. In later years he was Miss Bowen's

sole support.
His commendations for bravery were William J. Smith, the second victim from Engine 21, had been in the de-partment only eighteen months. On March 1 he was commended for meri-

CUBAN ORPHAN FAIR

Help Wanted-Male

DIPPERS - Experienced en-amelled ware dippers. L.C. Mg. Co., 186 Cook st., Brook-lyn, N. Y.